Expected to Advise Metz to Turn Over Funds Until Court Acts.

Corporation Counsel Pendleton will hand to Controller Metz this morning his official opinion declaring the public service law constitutional, it is understood. The fact that Mr. Pendieton has been assisted by the same subordinates in his office as was his predecessor leads those awaiting his decision to believe it will be glong lines similar to that which Mr. Ellison had prepared.

Mr. Pendleton will, it is thought probable, Mivise the Controller to turn over to the Public fervice Commission for this district the \$400,000 remaining to the credit of the former Rapid Transit Commission.

He will also, it is expected, advise the Controlier to obey the provisions of the public service act until that act is judicially declared uncon-stitutional. As understood, the opinion does not declare the act constitutional unreservedly. It says that "as on its face it appears to be constitutional, and as on its face there is nothing that can be declared to be unconstitutional, it must be considered as constitutional until, in the courts, it is proven not constitutional."

While not advocating or actually suggesting it, Mr. Pendleton is believed to intimate that there are features of the law of which it would be advisable to make tests.

Mr. Pendleton's opinion is supposed to say that one of the most important questions to pass on is whether the law is local or not. If it is a local act, he is expected to say, it is defective in its title. He is understood to de-clare that he cannot advise the Controller that it is a local measure, but that that question can-not be determined finally until tested and decided on by the courts.

Mr. Ellison sent the Corporation Counsel a copy of the opinion he had prepared, and this Mr. Pendleton read with great care, although he himself looked up each legal point. The present

nimself looked up each legal point. The present counsel also had a large part of his legal staff working with him on the question. The effect of the opinion on the Public Ser-vice Commission, if it is as expected, will be to relieve it of any immediate lack of funds. The Controller will have to honor all duly certified bills of the commission, settle its payrolls and pay all its legitimate expenses.

pay all its legitimate expenses.

Not only will the Controller be obliged to pay
all the commission's legitimate bills up to the
\$400,000 that remains to the credit of the old
Rapid Transit Board, but he will have to honor all bills of the commission after that amount has been expended, unless the courts should decide the measure unconstitutional.

It is thought that if Mr. Pendleton's opin-

ion is favorable the city administration will now withdraw all opposition to the commission or this district, and under the leadership of Mayor McClellan will aid it in every possible way. The Mayor assured the commissioners when they called on him last Monday that he would assist them, and wished them "the greatest success."

"There is practically no other course for the city to pursue," said a politician last night. "Now that its own lawyers have declared the act constitutional the city must obey it. If it act constitutions the constitution of the does not we will have a municipality of the state disobeying the laws of the state."

MORELAND FOR P. S. SECRETARY.

Backed by Congressman Fassett-Assemblyman Allen Also Mentioned.

[By Telegraph to The Tribune.]
Albany, July 12.—Among the candidates for secretary to the upstate Public Service Commission is Sherman Moreland, majority leader of the Assembly for two years. He has received the indorsement of J. Sloat Passett, his Congressman, and other prominent men. Assemblyman Allen, of Jamestown, is another candidate. At present John S. Kennedy, secretary of the defunct Railroad Commission, is acting as secretary and also is a candidate for the new place.

GOVERNOR APPROVES EXEMPTIONS. Albany, July 12; Governor Hughes approved to-tion, Commission exempting from competitive ex-emination thirty-six places under the jurisdiction of the Public Sectice Commission in the 1st Dis-trict.

Attorney General Tries to Compel Building of More Stairs at Stations.

Attorney General Jackson's movements against the Interborough-Metropolitan Company were further complicated yesterday by his application in the Supreme Court for a writ of mandamus to compsi the Interborough Rapid Transit Company to build additional stairways at several stations of its elevated lines, Mr. Dillon, the Deputy Attorney General, made the application for Mr. Jackson, and after Justice Dayton had heard the arguments against the writ made by J. O. Williams, counsel for the company, he granted a thirty days' delay before it is to be issued

Meanwhile Ambrose Sutcliffe, of Mr. Jackson's Meanwhile Ambrose Sutcliffe, of Mr. Jackson's effice, served J. L. Quackenbush, chief counsel for the Interborough-Metropolitan Company, with a copy of the petition and the order to show cause in the application made by Mr. Jackson on Thursday for the right to begin suit to vacate the charter and annul the corporate existence of the "Intermet" Mr. Quackenbush accepted service without attempt at evasion. The order, signed by Justice Platzek, is returnable on July 13. George Wickersham, of the "Inter-Met's" counsel, said he and his resociates are confident that the validity of the company's incorporation will be upheld in the incorporation will be upheld in the

appeliate courts.

The Attorney General's application for a writ of mandamus compelling the building of better means of exit and entrance to stations was expected in fact, it was said on good authority resterday that the Public Service Commission will in a few days try to compel the Interborough Rapid Transit Company to construct the stairways at the stations named by Mr. Jackson in his application. These are at the Houston street, 2th street, 18th street and 56th street stations on the Third avenue elevated and at the Cortlandt street and Greenwich street stations on the Ninth avenue line. In applying for the writ Mr. Dillon told Justice Dayton the Board of Hallroad Commissioners had

Dayton the Board of Hallroad Commissioners had demanded, as far back as May, 1964, that the comdemanded, as far back as May, 1994, that the com-pany improve the approach to the Houston street Bation, but the order had been ignored. Mr. Dil-lon in his perition said that during the rush hours an average of twenty-seven hundred persons as-cend the stairway at the Houston street station. Passengers trying to come down are necessarily subjected to danger, confusion and inconvenience, he alleged. The same was true of other stations, he said.

he said.

Mr. Williams, speaking for the company, said there was no question of the validity of the Railroad Commissioners' orders, but also said that the company had had trouble in acquiring title to abuting property needed to make the improvements. The property the road has tried to purchase at the Houston street station is owned by the Astor and Lorillard estates, he said, and that at the 9th street station is owned by the Fish estate.

Mr. Williams asked for an adjournment of ninety days, so that the company might negotiate further for purchase of facilities, and, failing in this, have time to begin condemnation proceedings. Mr.

have time to begin condemnation proceedings. Mr. Dillon opposed this delay, and finally a compromise was reached in an adjournment for thirty days.

TO DEAL WITH INTER.-MET. MERGER.

Chairman Willcox Calls It Most Vital Question Before P. S. Commission.

"The whole question of the Interborough-Metrone whose question of the interoclogar activities are the politian merger comes within our province, and it eppears to be about the most vital question with which we have to deal at present, so far as the public is concerned." This emphatic statement was made by Chairman Willcox of the Public Service Commission.

TO APPROVE P. S. BOARD. HEARING BY P. S. BOARD. WOOD SEES NEW UTOPIA.

Track Removal Problem.

The Public Service Commission for this district held yesterday its first meeting especially for the consideration of rapid transit affairs, and at once took up the Eleventh avenue situation. A committee of two, Commissioners Bassett and Maltble, was appointed to make an investigation and report to the commission within two days.

The committee will hold a public hearing on the

The committee will noid a public hearing on the subject next Thursday afternoon. This will be the first public hearing of the board.

Although the Saxe law provides for the condemnation of the New York Central's tracks in Eleventh avenue, the commission thinks that action on its part may relieve the city of some of the enormous expense such proceedings would cause. It is understood that some of the commissioners, at least, wish the Central to use its West Side line for passenger traffic as well as freight. The commissioners think this would mean a great bene-

ners think this would mean a great bene

commissioners think this would mean a great benefit to Harlemites.
"If the New York Central," said Travis Whitney, secretary to the commission, "has a valid franchise at all, it has a passenger as well as freight franchise, but it uses only the latter."
It is significant that the committee has appointed the hearing for Wednesday, July 18. The Legislature on that date will, in all probability, still be in session. Should the committee find an adequate remedy for this "death trap" it could immediately draft its ideas into a bill, rush the bill to Albany, got the Governor to send an emergency message to the Legislature, and under it pass the measure before adjournment.

fore adjournment.

"There are two ways," said a commissioner today, "by which the tracks can be taken off Eleventh avenue. They can be removed by condemnation proceedings brought by the city or by exercise
of the police powers of the state. The state could
declare the movement of trains on the avenue a
public nuisance and order their removal. This latter would be the less expensive method and would
be no more strenuously fought by the railroad
than the former."

Father John P. Chidwick, chairman of the committee of fifty, sent a letter to the commission yesfore adjournment.

mittee of fifty, sent a letter to the commission yes-terday urging action on the Eleventh avenue sit-

The committee on bridge crush made no report yesterday. It said that it was making satisfactory progress, but that much more hard work remained to be done before it would be ready to endations.

remained to be done before it would be ready to make recommendations.

The commission received a communication from Bridge Commissioner Stevenson reporting the status of work on the Williamsburg Manhattan and Blackwell's Island bridges, with the train capacity of each bridge. Regarding the Williamsburg and Manhattan bridges Mr. Stevenson said:

"Certain work on the Williamsburg Bridge is in progress under the jurisdiction of the Department of Bridges which, when completed, which I expect will be by the latter part of this year, will result in the operation over the bridge of elevated railroad trains from Brocklyn to and into the subsurface railroad station in Manhattan, extending in Delancey street from Clinton street to Essex street. Upon the completion of the said terminal and the other improvements now under way in connection therewith, thirty eight-car clevated trains an hour, which can deliver 25,000 people an hour at the Manhattan terminal, may be operated across the bridge. This traffic will be entirely in addition to the present traffic over the surface trolley cars crossing the bridge.

"Manhattan Bridge—In the case of the Manhattan Bridge, which, it is expected will be completed by December 31, 1909, provision is made on the struct-

"Manhattan Bridge—In the case of the Manhattan Bridge, which, it is expected will be completed by December 31, 1809, provision is made on the structure for eight railway tracks in all, four on the lower readway and four on the upper level. Of these tracks the four on the lower level can be used interchangeably for subway, elevated or surface car traffic. The four on the upper level may be used interchangeably for elevated and surface cars. It will be necessary to know in ample time before the bridge is completed just how the tracks over the bridge are to be allotted to the different transportation companies."

The chief engineer reported that work had been

the bridge are to be allotted to the different transportation companies."

The chief engineer reported that work had been begun on loop lines to connect the Brooklyn, Williamsburg and Manhattan bridges.

The committee appointed on the proposed Fourth avenue subway spent the afternoon looking over the route. Its members are Commissioners McCarroll, Bassett and Maithle.

The State Board of Civil Service Commissioners told the Public Service Commission that provision had been made for the transfer of all employes of the former Rapid Transit Board to similar positions under the new commission, with the exception of Secretary Burrowes, who has resigned.

Chief Engineer Rice of the commission made a report, in which he took exception to the statement made by John H. O'Brien, Commissioner of Water Supply, Gas and Electricity, that the Westchester Lighting Company has slipped in a 12-inch main on Broadway between 20th and 242d streets, and who asked that the commission have the main and who asked that the commission have the

HAHN WILL SEEK WRIT.

BATTERING INTER .- MET. Wants Republican Committee to Reinstate Him as Member.

An application for a peremptory writ of mandamus directed to the Republican County Commitee will be made in the Supreme Court, Special Term, Part I, on July 16, by Charles W. Coleman, of No. 32 Liberty street, to restore Alderman John J. Hahn and the seventeen other members of the delegation from the 13th Assembly District to membership in the committee and Alderman Hahn to the executive committee, from which, it is alleged the wave liberally expected.

to the executive committee, from
leged, they were illegally expelled.

The seventeen other members are Richard Shepard, fr., Gilchrist Stewart, John J. Festger, Livingston Handy, James Gilligan, Henry Vogel, Edward
Smith, Frederick Benfet, Jacob C. Saunderson,
William Hahn, Edward L. Grant, John Wilson, William Hahn, Edward L. Grant, John Wilson, George W. Cuthbert, James T. Adair, William N. Hedge, Richard J. Christy and George Meisiahn. It is alleged by the relators that at the primary election on September 18 they received the majority of the votes cast in the 18th Assembly District for members of the Republican County Committee and that on September 22 the Board of Elections certified to their election. On April 22 the County Committee adopted a resolution declaring the seats of deponents vacant and expelled them from office.

them from office. them from office. It is asserted that this expuision was illegal, and that the committee is without authority to expei them from office. The deponents are confident of reinstatement on account of the decision of Justice Bischoff in the case of Jacob A Neustead and Assembly reinstatement on account of the decision of Jus-tice Bischoff in the case of Jacob A Neustead and others, who were elected from the 4th Assembly District as members of the Republican County Committee on September 18, and whose seats were declared ground by the committee on the

declared vacant by the committee on the ground that their election was fraudulent. It is said that these cases and those of the 13th Assembly District are similar.

The decision of Justice Bischoff in the Neustead

case follows:
"I must hold that the question sought to be raised as to the fraudulent character of the election which resulted in the granting of a certificate of elec-tion to the relators cannot be determined in this proceeding, and that the certificate of election must control."

KEPT PRISONER IN HOUSE, SHE SAYS.

Fourteen-Year-Old Girl Returns to Mother After Three Weeks' Absence.

After an absence of nearly three weeks Flor

After an absence of nearly three weeks Florence Pick, fourteen years old, daughter of Mrs, Sarah Pick, a widow, of No. 447 East 85th street, returned home last Monday and told her mother she had heen taken to a house in Lexington avenue, where she had been kept a prisoner and assaulted.

The police of the East 88th street station arrested two women and two men on charges of disorderly conduct and took them yesterday before Magistrate Whitman in the Harlem police court. Florence Pick told the magistrate she met one of the prisoners, May Lessler, on a Third avenue elevated station platform on June 27, and at the woman's request wont with her to a house in Lexington avenue. In the house she met the other young woman prisoner, Annie Hulse. She identified, also, the two men prisoners, George Burns, an Italian, and Henry Landon, and said that another girl, Helen Keen, sixteen years old, was a prisgirl. Helen Keen, sixteen years old, was a pris-oner like herself in the house. The four prisoners were held by Magistrate Whit-

man in \$2,500 bail each for a further examination

DEPUTY SHERIFF SLEPT-STUNG! Sheriff Michael J. Flaherty of Kings County has

which we have to deal at present, so far as the public is concerned." This emphatic statement was made by Chairman Willcox of the Public Service Commission yesterday.

It came as a surprise, for several days ago Mr. Willcox, with Commissioner Eussis, was widely quoted as making just the opposite assertion, and holding that the correction had any such power was a doubtful one, and in his opinion, the question of whether the commission had any such power was a doubtful one, and would require the decision of counsel.

Mr. Willcox hitterly complained yesterday of misquoted.

Sheriff Michael J. Flaherty of Kings County has not yet made public the name of his deputy who, while in charge of the stables of W. H. Blake, at while in charge of the stables of W. H. Blake, at while in charge of the stables of white in charge of the stables of his two pistols and his gold watch.

The heat, it is thought, overcame the deputy who, while in charge of the stables of his two pistols and his gold watch.

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PENDLETON'S O.K. READY DEATH AVENUE" NEXT. TELLS SUBWAY DREAMS

Committee Appointed to Consider Ready to Build Tunnels, Roads and Ship Canals for the City.

Henry S. Wood, "builder and contractor, naturalist and general winner," has evolved several plans for building the subways and tunnels this city is to need in the next twenty years, and has put them before the Public Service Commission. Mr. Wood says he was born in this city seventy

years ago, has lived here ever since, and knows every need of the community.

About the first big deal he put through for the benefit of the city incidentally netted him \$180,000. It was the sale of the franchise and control of the New York, Fordham & Broax Elevated Railway to Jay Gould.

New York, Fordham & Bronx Elevated Railway to Jay Gould.

Mr. Wood says he lives at No. 8 East 32d street, and gives his office address as the Broad-Exchange Building, room 1096. This is the office of a lawyer, William R. Adams. Mr. Wood's name does not appear on the door. He said Mr. Adams was his attorney, and he was making the office his head-quarters until he got the contracts to build all the subways of the city, when he would have a large suite—described with a magnificent sweep of the right hand—with beautiful rugs, fine mahogany furniture and a beautiful telephone girl for the entertainment of his visitors.

He admits that it would be necesgary to have some one put up the \$200,000,000 or \$400,000,000 to float the plans he has in hand—or would have, if hard hearted public officials were not so neglectful of his communications.

In a modest statement which came to the office of The Tribine yesterday Mr. Wood says he has put in a "standing bid to build any of the subway lines on a guaranteed percentage basis, the Seventh and Elghth avenue lines, as well as the Brooklyn line." He does not approve of the Lexington avenue line, because of the double-deck feature, and must be excused, if the people will permit, from having anything to do with it. It is monopolistic in its nature, he says, and is meant to keep out of the city all transit interests except the Ryan-Belmont merger.

Alternating between the first and the third per-

city all transit interests except the Ryan-Belmont merger.

Alternating between the first and the third person in referring to himself, Mr. Wood's statement contains the following sallent foatures:

"He says he is prepared to furnish security for the faithful performance of his work to the extent of \$1,00,000 or more in the shape of surety companies' bonds or listed securities, such as are accepted by savings banks, or he will put up that amount in cash, providing he is allowed 8 per centinterest, and when completed operate the same. He has also put in an application for the franchises to build any of the above mentioned lines and market 4 per cent companies' bonds, which can be exchanged at any time for New York City municipal bonds at the same rate of interest, the city to pay a premium of ½ of 1 per cent, being the mortgaze tax.

"He has also put in an application for a franchise to build a crosstown subway through 23d street, from the Hudson River to the East River, with a terminal on the New Jersey side, and also a tumel under the East River, with a terminal on the New Jersey side, and also a tumel under the East River, with a terminal in Brooklyn, with a large yard space for storing passenger trains. This is in the interest of the different steam railroads or trunk lines having passenger trains. This is in the interest of the different steam railroads or trunk lines having passenger trains. This is in the interest of the different steam railroads or trunk lines having passenger trains. This is in the interest of the different steam railroads or trunk lines having passenger trains. This is in the interest of the different steam railroads or trunk lines having their terminals in Jersey City and Hoboken and New Jersey side, and also a tumel under the East River or Long Island Sound, which is an land enterprise. He claims he can build a sea level canal 1,600 feet wide, with piers and busines on each side of the canal, the piers to be 50 by 500 feet and the basins 200 by 500, which will cost \$100,000, and at t

minals in Jersey City and Hoboken and New Jersey commuters.

"Mr. Wood has also put in an application, which is an old enterprise about to be revived, for building a modern ship canal from Spuyten Duyvil or its vicinity on the Hudson River to Eastchester Bay on the East River or Long Island Sound, which is a land enterprise. He claims he can build a sea level canal 1,000 feet wide, with piers and busins on each side of the canal, the piers to be 50 by 500 feet and the basins 200 by 500, which will cost \$100,000,000,000, and at the same time not cost anything

will cost \$100,090,000, and at the same time not cost anything.

"It is the intention of the company to buy a large amount of land independent of that occupied by the canal proper, piers and basins, and where the increased valuation of the amount of land purchased will more than pay the cost of the canal. The canal would act as a reservoir to supply the city with sait water, which of itself would be a saving to the city of several millions of dollars and add that much to the saving of the Croton water supply.

"The Public Service Commission has a full statement of what he proposes to do in the way of building subways, tunnels under the rivers and the proposed ship canal. What disposition they propose to make with my communications and the kind of treatment I will receive at their hands is

with to be seen.

"The question is, Who is Henry S. Wood? He is a naturalist pure and simple, born, bred and raised as such. He is from a family of naturalists which dates back for generations. He has been educated up to the laws of nature from his infancy and has made a study of the same all his life. It is safe to say that he is one of the best authorities upon the laws of nature of any person living, which he is prepared to prove. It is all nonsense for a person to undertake to handle the difficulties connected with the laws of nature unless he possesses the necessary knowledge. Nature is supreme; it knows no superior. It is impossible to try to overcome the laws of nature; it has never yet been accomplished and never can be.

plished and never can be.

"If he was to publish a history of his life it would make a book. Life is short; he is ready for action; it is up to the city of New York to either put up or shut up. He is not only a practical contractor, but he is a practical financier."

Reply of Salvation Army to Letter Demanding \$30,000 for Poem.

Interesting developments are looked for to-day when the cases of Solomon Robitscheck and Bennett Silverblatt, of Lowell, Mass., are heard by United States Commissioner Hayes, in the Federal Building in Boston. The men are charged with using the United States mails in a scheme to blackmall the Salvation Army to the extent of

binckmall the Salvation Army to the extent of \$29,000.

"It was about the middle of May," said Ransom Gaygill, at the national headquarters of the Salvation Army, "that we received a letter, postmarked at Lowell, May 14, addressed to General William Booth and signed 'Robitscheck,' in which the writer offered to sell a poem which he inclosed. The latter was of a decidedly scurrilous nature, reflecting upon the motives of our organization, the officials at the head of it and the rank and file of the army in general.

"The writer implied that, while the organization claimed credit for doing a great work, it was selfish in its charities, and not entitled to sympathy. He went on to say that he had intended to publish the poem, but now offered it to us for \$20,000 instead, believing we would be saved, by purchasing it, the odlum and scandal which its publication would otherwise entail.
"As the general was in Europe, the letter was turned over to me as manager of the Relianoe

"As the general was in Europe, the letter was turned over to me as manager of the Reliance Trading Company, the commercial branch of the Army, to whom all business propositions are referred. I replied to the letter, saying I would not pay 30 cents for the poem.

"In answer Robitscheck wrote that hundreds of thousands of conies would be sold at five cents."

"In answer Robitscheck wrote that hundreds of thousands of copies would be sold at five cents each, which would net him a profit of \$70,000.
"A correspondence was kept up through June with the design of having Robitscheck come to New York. He was shy and would not visit us. Then we heard from Lowell that the poem was on sale in the streets of that city. A few weeks ago the case was placed in the hands of Chief Inspector Lawrence Letherman, of the Postoffice Department, in Boston, by Captain Arthur E. Armstrong, of our Lowell branch.

ment, in Boston, by Caphini Arthur E. Archards of our Lowell branch.

"Robitscheck wrote about a week ago saying he was through dickering and had turned the affair over to his counsel, Bennett Silverblatt, with whom all further negotiations must be conducted."

The next move was a decoy letter in which it was arranged that all purities should meet at Silverblatt's office, in Lowell, on Wednesday afternoon. The arrests followed.

Inspector Letherman decided to take his prisoner to Boston where Commissioner Hayes held each

Inspector Letherman decided to take his prisoner to Boston where Commissioner Hayes held each until to-day in \$1,000 ball.

Both men are Jews, and for several years have been conspicuous among the people of their race in Lowell. Robitscheck, who is about forty-five years Lowell. Robitscheck, who is about forty-five years old, has achieved prominence by reason of his communications to the press of New England advocating certain reforms of a general humanitarian nature. He has also posed as a poet. He is unmarried, short in stature and possessed of more than ordinary intelligence. According to the charges of the federal authorities, it would appear that Robitscheck was the principal in the alleged conspiracy.
Silverblatt is a young lawyer, well known in his

alleged conspiracy.

Silverblatt is a young lawyer, well known in his profession, both in Boston and Lowell. He was born in Russia thirty-three years ago and has been in Lowell for sixteen years. He was educated in the public schools there, was graduated from the Boston University Law School and was admitted to the bar in 1905. MINERS' BODIES RECOVERED.

Hazletop, Pa., July 12.—The bodies of nine of the victims of white damp in the abandoned slope of the Lehigh and Wilkes Barre Coal Company at Honeybrook have been recovered. All of the men with the exception of two were married and had The accident is the first that has occurred in an anthracite mine since the new employes' lia-bility act passed by the last Legislature went into effect. Responsibility for the the accident has not



PURE FOOD LAW RULES.

Department of Agriculture Issues Regulations for Preservatives.

Washington, July 12 .- The Department of Agriculture promulgated to-day regulations governing the use of benzoate of soda and sulphur fumes as preservatives of fruits and other foods. The regulations were prepared by the board of food and drug inspection and approved by the Secretaries of Agriculture, the Treasury and Commerce and Labor. In accordance with the provision of law

that the article is guaranteed to conform to the food and drug act.

Certain coal tar dyes bearing a guarantee from the manufacturer that they are free from subsidiary products and represent the actual substance the name of which they bear may be used

stance the name of which they bear may be used after having been tested and found free from harmful constituents.

The question of the entry into the United States of vegetables greened with copper salts has not been finally determined. Pending determination and decision by the Secretary of Agriculture all vegetables greened with copper salts which do not contain an excessive amount of copper will be admitted to entry if the label bears a statement that sulphate of copper or other copper salts have been used.

No prosecution will be based on the sale of foods No prosecution will be based on the sale of foods and food products manufactured or packed in the United States prior to the issuing of this decision where the composition of such foods and food products is at variance with the requirements of this decision, if the nature of the variation be plainly stated on the label. In every case, however, the burden of proof will be on the manufacturer to show that the goods were manufactured or packed prior to the date of this decision.

WAITING FOR THE WORD.

Telegraphers Here Under Orders to Leave Keys on Call.

According to the official reports given out yesterday at No. 56 Pine street, the headquarters of DEAR AT THIRTY, CENTS. Local No. 18 of the Commercial Telegraphers' Union, a strike of the telegraphers in New York is First Lieutenant RICHARD H. JORDAN, unassigned, to imminent unless a settlement of the trouble in San Francisco is soon reached.

> Charles P. McInerney, secretary-treasurer of No. 16, said last evening that the local had received a message from National Secretary-Treasurer Weslev Russell, directing it to be ready to go on a strike at any moment. The situation, it was said had reached the stage where quick action was necessary in case the efforts of United States Commissioner Neill to bring about a settlement failed. Secretary McInerucy said that Local No. 18 had a membership of 2,600 and was well prepared for a strike. The customary formality of calling a meet-ing to vote on a strike would be dispensed with in this case, he said, if a strike order came.

"There are circumstances where the rule to call such a meeting can be suspended." he said, "and in this case it would be suspended. Though both the Western Union and Postal companies will be affected in case we are ordered to quit, the Western Union is the worst offender. None of the promises in Colonel Clowry's letter to Mr. Neill were

better, was worse. Since the company had refused to reinstate the nine discharged operators at the main office in this city the New York telegraphers, he said, had been anxious for a strike. More operators had been discharged since then, he said, and

the situation was very grave.

The headquarters of Local No. 18 were filled yesterday until closing time with operators, who were coming to hear if there were any dispatches and to pay their strike assessment of one day's and to pay their strike assessment of one day's pay. For the last day or two the strike assessments have been coming in heavily, the women operators being as easer as the men to pay up.

Joseph F. Ahearn, president of the local, had conferences yesterday with the other officers and with the officers of other unions. He said that despite the conferences with Mr. Neill the grievances complained of still existed, and the telegraphers all over the country were becoming tired of the delay. of the delay.

of the delay.

One of the officers of Local No. 16 said:

"President Small is now in full accord with the national executive committee as to any course to be pursued. Before the members of the national executive committee left Chicago M. J. Reidy, of executive committee left Chicago M. J. Reidy, of the committee, had a long talk over the wire with President Small. Mr. Small explained everything fully to Mr. Reidy, and a plan was agreed on which was approved by the other members of the committee. When the committee went to Chicago it was prepared to work in harmony with President Small, and is new doing so. There is no use in belittling the situation. Unless Mr. Neill can do what the telegraphers could not do and bring about a settlement which consists of more than mere statements, there is likely to be lots of trouble in a number of cities."

The telegraphers here say that the brief statements issued by Colonel Clowry from time to time are not specific enough. The statements stop, they

are not specific enough. The statements stop, they say, just at the point where something more definite could be said.

BIG STOCK INCREASES.

Milwaukee Companies Anticipate Law Affecting Their Securities. [By Telegraph to The Tribune.] Milwaukee, July 12.—in anticipation of the enact-

ment into law of the Hagemeiste bill, requiring public service corporations to get permission from the State Railroad Commission before issuing any stock or bonds and prohibiting them from selling stock for less than its par value or bonds for less than 75 per cent of their par value, the large Mil-waukee public service corporations have filed amendments to their articles of incorporation enormously increasing their capital stock. The inamendments to their articles of moniformation enormously increasing their capital stock. The in-creases are: For the Milwaukee Light, Heat and Traction Company, \$29,000,000; the Milwaukee Elec-tric Railway and Light Company, \$5,000,000, and the Milwaukee Gas Light Company, \$4,000,000.

ARMY AND NAVY NEWS

Forces Afloat and Ashore Helping Each Other.

[From The Tribune Bureau.] Washington, July 12.

READING MATTER FOR MIDSHIPMEN .- The President has interposed to furnish the cruiser Olympia with a library of its own. This ship was estined to be the naval vessel which was lacking in a library such as is furnished to all ships by the department. The Olympia was to be used as the flagship of the Naval Academy practice cruise this summer, and in the routine of the transaction the superintendent of the Naval Academy, Rear Ad-miral J. H. Sands, was asked to make some sugmiral J. H. Sands, was asked to make some suggestions regarding the composition of the library. He declined to do so, and added his recommendation that no library be furnished, as he believed that the midshipmen would have their time taken up with work, and should not be induced to read the literature they would be likely to get from the ship's library. This was a surprise and something of a shock to the Navy Department authorities, and the situation evidently came to the knowledge of the Frestdent, who promptly inquired why the Olympia was not to have a library for the benefit of the midshipmen as well as the calisted men of the midshipmen as well as the collisted men regularly attached to the ship. The reports sent to the President did not convince him that the ship should be without a library, and he ordered that the books be installed. This action was taken when the Olympia was in the North River re-

ARMY AND NAVY CO-OPERATION .- Army and navy officers are now for the first time availing themselves of the opportunity for an observaion of target practice. Naval officers attached to the ships of the Atlantic fleet, together with the

the ships of the Atlantic fleet, together with the gun pointers and members of the gun crews, have been attending the firing of the coast defence guns at Fort Monroe, and other officers will observe the target practice which is taking place among the forts on Long Island Sound. It has already been shown that this practice of permitting naval officers to observe army coast defence fire is of decided advantage, and an opportunity will be given to the army officers to witness the naval gun fire off Cape Cod this summer. A party of army officers will be permitted to attend the firings next fall.

CHAPLAIN AT GOVERNOR'S ISLAND.—The Episcopal clergyman who acts as civilian chaplain on Governor's Island will be supplied with the allowance for fuel and light, as if he were a regular chaplain of the army. This is an allowance which has been promised by the government for thirty years, and is granted not to the civilian chaplain, but to the public quarters which he is permitted by special authority of the department to occupy. The chapel was built and the chaplain is maintained at Fort Jay by Trinity perish. All that the allowances for the home of the civilian chaplain.

Naval officers, however, are not giving the question of decking facilities on the coast any serious concern, for they say there are two large docks at Hunter's Point, near San Francisco, belonging to private persons which the navy may use by paying chapiain of the army. This is an allowance which has been promised by the government for thirty years, and is granted not to the civilian chapiain, but to the public quarters which he is permitted by special authority of the department to occupy. The chapel was built and the chapiain is maintained at Fort Jay by Trinity perish. All that the government has been doing is to furnish heat and light for the chapel, and it is now to furnish those allowances for the home of the civilian chapiain.

ONDERS ISSUED.—The following orders have ORDERS ISSUED .- The following orders have been issued:

Captain FRED L. PERRY, coast artillery corps, to 101st

Captain FRED L. FERRY, coast artillery corps, to 101st
Company, coast artillery corps.
Captain HUDSON T. PATTEN, coast artillery corps, from
98th Company to unassigned list, to southern artillery
district of New York, as ordinance officer.
Captain FINE W. SMITH, 4th Infantry: First Licutensants WILLIAM B. WALLACE, 20th infantry, and
JOHN F. CLAPHAM 6th Infantry, to Chicago, tempowrly duty with northern army competitions.
Major WILLIAM C. LANGETIT, corps of engineers, from
army of Cuban Facification, to command engineer
c'acol, Washington Barracks.
First Licutenant CHARLES M. GORDON, fr., 6th Infantry, to general hospital, Presidio of San Francisco.
Captain ARTHUR S. CONKLIN, from 57th to 58th Company.

First Lieutenant RICHARD H. JORDAN, unnassigned, to 57th Company.
Captain ROBERT H. ALLEN and First Lieutenant WILL.
H. FOINT, 29th Infantry, to proper station.
First Lieutenant SEBRING C. MEGILL, 4th Cavalry, to signal school, Fort Leavenworth, August 16.
Second Lieutenant GEORGE C. MARSHALL, Jr., 30th Infantry, to proper station.
First Lieutenant GEORGE A. WIECZOREK, signal copps, to signal school, Fort Leavenworth, as assistant instructor.
NAVY. NAVY. Commander W. F. FULLIAM, detached the Marietta; to command naval training station, Newport, and the

command naval training station, Newport, and the Constellation.

Lieutenant Commander W. J. MAXWELL, detached Watervilet Arsenal; to command the Marietta, Lieutenant Commanders R. STONE, F. B. UPHAM and E. R. POLLOCK, commissioned.

Lieutenant B. P. FINNEY, detached the Hopkins; home and wait orfers. and wait orfers.

Medical Inspector G. P. LUMSDEN, detached recruiting station, Indianapolis; to command naval hospital.

Pensacola.

Surgeon F. S. NASH. detached naval hospital, Pansacola.

Surgeon F. S. NASH. detached naval hospital, Canacaot home and wait orders.

Passed Assistant Surgeon L. W. BISHOP, detached the Lwa. Inwa.

Passed Assistant Surgeon W. J. ZALESKY, detached third torpedo fibtilia; home and wait orders.

Passed Assistant Surgeon J. D. MANCHESTER, detached naval hospital, Philadelphia; to naval hospital, Pensacola.

Fennacoli.

Acting Assistant Surgeon M. C. BAKER, detached the Franklin: to Midway Islands.

Acting Assistant Surgeon D. H. CASTO, to recruiting attation, Indianapolis.

Acting Assistant Surgeon D. DONELSON, to third torpedo foldila, on the Stringhem.

Acting Assistant Surgeon M. DONELSON, to third torpedo foldila, on the Stringhem.

Acting Assistant Surgeon P. D. CHAPPELEJAR, detached naval hospital, Pennacola; home and wait orders.

Chaplein M. C. GLEPBON, detached the Missouri, July 30; home and wait orders.

Cable from Rasr Admiral J. H. Dayton, com-

Cable from Rear Admiral J. H. Dayton, com-mander in chief Pacific feet, Che-Fuo, July 11: First Lieutenant R. O. UNDERWOOD and Commander W. L. RODGERS, detached the Wilmington; home.
Captain E. A. JONAS, detached Pacific station; home.
Assistant Surgeon G. L. WICKES, detached the Wilmington; to the Cincinnati.
Second Lieutegant A. E. RANDALL and Assistant Surgeon F. E. SELLERS, detached the Cincinnati; to the Wilmington.

geon F. E. Service of the Wilmington.

Sahipanen H. A. ORR and R. W. CABANISS, detached the Raieigh; to the Wilmington.

tached the Raieigh; to command the Wilmington.

manner W. R. RUSH, to command the Wilmington.

sign C. A. RICHARDS, detached the Concord; to the

Raieigh.

Sign H. A. STUART, detached the Wilmington; to the

Raieigh. Midshipman L. SAHM, detached the West Virginia; to the Chattanooga. W. G. ROPER, detached the Pennsylvania; to Lieuterant W. G. ROPER, detached the Maryland; to the the Chattanooga.

Ensign S. B. SMITH, detached the Maryland; to the

Assistant Paymaster C. E. PARSONS, detached the Colorado; to naval station, Olongapo.

Assistant Paymaster J. M. HANCOCK, detached naval station, Olongapo; to the Gaiveston.

Ensign E. G. ORERLIN, detached the Denver; to the Mohican. Mohican.
Emigu J. A. MANDEVILLE, detached the Maryland; to
the Concord. J. MEYERS, detached the Chattaneoga; to the Maryland.
Ensign H. G. S. WALLACE, detached the Chattaneoga; to the Pannaylyania.

to the Pennsylvania.

Ensign L. B. FORTERFIELD, detached the Chattanooga; to the West Virginia.

MOVEMENTS OF WARSHIPS.—The following nts of vessels have been reported to the

ARRIVED. July 12-The Triton, at Norfolk. SAILED.

July 11-The Oumberland and the Sloux, from Boston for Newport; the Paducah, from Puerto Cortez for New Orleans.
The Faul Jones, placed out of commission yesterday, at navy yard, Mare Island; the Perry commissioned yesterday, at navy yard, Mare Island, and assigned to fourth torpedo fiethia.

DOCKS ON PACIFIC COAST.

Question Discussed in Connection with Cruise of Battleships.

Washington, July 12.—The gossip of the Navy Department now touches on the docking sacilities available for battleships on the Pacific Coast. It is generally expected that after their long trip



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around Cape Horn some of the vessels will require a thorough overhauling, and the question naturally arises where this will be done, in view of the fact that the navy has only one dock on the Pacific Coast, that at Puget Sound, which is capable of receiving the large battleships of the modern navy. There is a dock at Mare Island, but it is too small for any of the hig battleships. The government has another drydock under construction at Mare Island, which when completed will be capable of receiving the largest of the vessels now in service or contracted for. But there is considerable difference of opinion among the officials on duty at the Navy Department as to whether this dock will be available for use, in view of the limited depth of water on the bar over which the vessels have to go before reaching the navy yard.

Hunter's Point, near San Francisco, belonging to private persons which the navy may use by paying the usual docking charges. One of these docks will accommodate any American vessel affoat.

NEW PLAN FOR POSTAL CARDS.

Messages May Be Written on the Face After August 1.

Washington, July 12.-For years Americans and others have been sending to the United States from foreign countries postal cards and private mailing cards with messages written on the front as well as on the back of the cards, although in this pany.

Captain ROBERT E. WYLLIE, unassigned, to 57th Com- try this advantage has been denied to the users of government postal cards. Some months ago the United States postal laws and regulations were

United States postal laws and regulations were amended so as to give that privilege to buyers of post cards, but the concession was not made applicable to postal cards.

In order to remedy this inconsistency and to prevent any further confusion and annoyance to the public. Postmaster General Meyer to-day promulgated an order, effective August 1, 1907, providing that the face side of a postal card may be divided by a vertical line placed approximately one-third of the distance from the left end of the card; the space to the left of the line to be used for a message, etc., and the portion to the right to be used for the address only. A thin sheet of paper may for the address only. A thin sheet of paper may for the address only. A thin sheet of paper may be attached if it completely adheres to the card, and such a paster may bear both writing and printing. Advertisements, illustrations or writing may appear on the back of the card and on the left third of the front. Postal cards bearing particles of glass, metal, mica, sand, tinsel or other such substances are declared to be unmailable expects when tracked in envalones with property. cept when inclosed in envelopes with proper stamps affixed, or when treated in such a manna-as will prevent the objectionable materials from being rubbed off or injuring the hands of persons

handling the mails.

The contractor at Rumford Falls, Ma., is putting in new machinery for the manufacture of postal cards, and the department will furnish plates for postal cards of a new design conforming to the amended regulations.

Corn Starch as a Food

Dr. Harvey W. Wiley, the Government's famous food expert, says, "For the sustenance of physical exertion there is nothing better than starch." Corn starch is a food for everyone, strong and weak, old and young. It contains an ideal proportion of the requisite nourishing elements. The pur-est and by far the best is **DURYEAS'**

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